

MILWAUKEE DAILY SENTINEL.

VOLUME XI.—NEW SERIES.

MILWAUKEE, SATURDAY MORNING, NOVEMBER 22, 1856

WHOLE NUMBER 4597.

THE DAILY SENTINEL.

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THE DAILY SENTINEL.

RUFUS KING & WM. H. WATSON,
PROPRIETORS.

Under the Name and Firm of RUFUS KING & CO.

MILWAUKEE:

Saturday Morning, Nov. 22.

McManely Casualty—Death of Mr.
Gates.We regret to learn that Mr. ROBERT GLAZ, one of the editors of the *Alley*, the German Republican paper in this city, was accidentally killed on the Lake Shore Railroad, on Wednesday evening last. It appears that the Engineer of the afternoon train from Chicago, who, with a mile and a half of our city—it being very dark at the time—discovered, in the light of the reflected on the locomotive, an object on the track, sent twenty or thirty rods in advance. Before he could check the train, or ascertain what the object was, had passed it. After running into the Depot, the engineer, anxious to see what he had run over, backed down to the spot, and there discovered the dead body of Mr. GLAZ, lying between the rails, and dismally mutilated. It is conjectured that he had started to walk up towards the city—after parting with his brother-in-law—along the line of the railway, and that coming to a portion of the road where the spaces between the ties had not been filled up with earth, he stumbled and fell, and being stunned or disabled by the fall, failed to get out of the way of the approaching train. It has been reported in some quarters, that Mr. GLAZ was intoxicated at the time, but we are assured by his friends that the statement is untrue, and that Mr. GLAZ was a man of probably temperate habits.

Mr. GLAZ has lived some four or five years in this country, having like many of his compatriots been driven by political迫害 from his native land. He was a gentleman of good abilities, of an excellent character, of attractive social qualities, and of liberal opinions. In the late Presidential campaign he rendered faithful and efficient service to the Republican cause, and had just received an appointment from Gov. BUCHANAN, in acknowledgement of his zealous efforts. He leaves a wife and three young children—to whom he was always a kind and indulgent husband and parent—in very delicate circumstances, and a large number of attached friends, who sincerely deplore his sad fate, and who mournfully follow his remains to the grave yesterday afternoon.

THE NORTH-EAST LAND GRANT.—The Neocad and Massasoit Conservators, who we last told about the disposition of the N.E. Land Grant, and comment on the same follows:

The liberal, sensible view of this subject taken by the members of the Senate is worth the closest of that sheet and of the business men of Milwaukee. It is no evidence that the people in this part of the State are opposed to Milwaukee, that they have no interest in a commercial center like Chicago. We say in Milwaukee as our commercial emporium, and are all interested in her prosperity, and we see a double advantage for our local interests in letting Chicago build this road, believing that thereby we secure a road both cities which should connect them to each other of either of them under the first proposition.

We believe that public opinion in this city, as well as in the State at large, has settled down into the sensible and satisfactory conclusion, that the disposition recently made of the North-Eastern Land Grant was, under the circumstances, right and expedient; and we know that Milwaukee has lost nothing by the fair and liberal course taken of the matter by the press of this city—the *News* excepted. Political considerations seem to have made an arrangement a very difficult one to the Neocad, the Argus at Madison, and the Democrat at West Bend—all “Bartow” organs—but the press and people of the Country immediately interested are unanimous in favor of the measure, and we of Milwaukee are certainly content to “take the chances” with our neighbors of Chicago. If they can beat us in the honorable competition for the trade and travel of the North and North-West, all we have to say is, that they deserve to serve to us. But we are entirely content that in any and every contingency, our State and City must be the gain by the disposal you made of the North Eastern Land Grant.

The Vote of Illinois.

We have at length the official vote of Illinois. It stands as follows on Election and Govt. Electors.—Buchanan, 107,311; Fremont, 170; Fillmore, 37,461.

Governor.—Bissell (Protestant) 111,171; Richardson (dem.) 106,617; Morris (N. Y. 25).

All the Republican State Officers are elected by majorities ranging from 3,500 to 20,000.

Mr. BUCHANAN receives the electoral vote of the State, tho' in a minority of nearly thirty thousand. In Illinois, as in Indiana, Pennsylvania and New Jersey, the main object and effort of the Know-Nothing was, to draw off votes enough from FREMONT to elect BUCHANAN.

Undoubtedly, Mr. BUCHANAN owes his election, to his Know-Nothing allies. But for their help, he would have been beaten in every one of the Free States.

THE VICTORIA BRIDGE NEAR MONTREAL.—This mammoth tubular bridge for the Grand Trunk Railway, crosses the St. Lawrence a short distance above Montreal, and will, when completed, be among the wonders of the world. Including the embankments, the entire length of the bridge, from river bank to river bank, will be 10,284 feet, or very nearly two miles.

It was commenced in July, 1854, and is under contract to be completed in 1860. The total estimated cost was originally about \$7,000,000; but recently the price has been amended so as to reduce it to a little over \$6,000,000. There will be 26 pairs of solid masonry supporting the iron superstructure of the bridge. The centre span will be 880 feet, and the other spans each 242 feet wide. The height of the centre of the bridge is to be 60 feet above the water level.

The weight of iron in the tubes will be 3,000 tons, and the contents of the masonry 30,000,000 cubic feet, when the whole structure is finished.

A PAINTED RAIL ROAD.—The Chicago Tribune says that for the first sixteen months after its completion, the Chicago and Milwaukee Railroads, extending from Chicago to the State Line, and connecting there with the Wisconsin and the line, will pay to its stockholders TWENTY-ONE per cent., in dividends, first receiving \$9,000 per depreciation, and having an additional surplus of four and a half per cent of its capital, for contingencies or future dividends. The earnings are now over one thousand dollars per day, and the freight business is rapidly increasing.

MINNESOTA.—This thriving territory held her election on the 14th of October. The Council will consist of 8 Republicans and 7 Democrats, and the House of 15 Republicans and 15 Democrats.

Minnesota has population sufficient, it is thought, to come into the Union with two members of Congress, but the people find it so convenient to have their State pay their expenses of Government, roads, etc., that they are in no hurry to come in as a State.

A KANSAS SOLDIER RETURNED.—We had the pleasure on Thursday, of receiving a call from Mr. ALFRED GUTHRIE, son of our esteemed fellow-citizen, Dr. J. Guthrie, who was sorely wounded at the Battle of Bull Run in Kansas, and is still recovering, but is rapidly recovering, and means to return in the spring to the home in Kansas for which he has shed his blood.

Appointments by the Governor.

The Madison Journal announces the appointment of Rufus Paisier, Esq., of this city, to fill the vacancy occasioned by the resignation of Charles E. Jenkins, County Judge of Milwaukee. This is a well-deserved compliment to one of the most promising young men in the profession in the State, who has already made his mark in the bar, and is known as a man of strict integrity. The appointment is hailed with satisfaction by his friends of the new Judge.

We also note that Mr. ROBERT GLAZ, one of the editors of the *Alley*, the German Republican paper in this city, was accidentally killed on the Lake Shore Railroad, on Wednesday evening last. It appears that the Engineer of the afternoon train from Chicago, who, with a mile and a half of our city—it being very dark at the time—discovered, in the light of the reflected on the locomotive, an object on the track, sent twenty or thirty rods in advance. Before he could check the train, or ascertain what the object was, had passed it. After running into the Depot, the engineer, anxious to see what he had run over, backed down to the spot, and there discovered the dead body of Mr. GLAZ, lying between the rails, and dismally mutilated. It is conjectured that he had started to walk up towards the city—after parting with his brother-in-law—along the line of the railway, and that coming to a portion of the road where the spaces between the ties had not been filled up with earth, he stumbled and fell, and being stunned or disabled by the fall, failed to get out of the way of the approaching train.The *Union* of Pittsburg says—“We arethe proprietors of the *Alley*, the German

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